





## Intimations.

## The Record Reign

## NOTICE TO SUBSCRIBERS.

## COMPLETE DESCRIPTION

OF THE

## RECORD REIGN

IN THE

## CELEBRATION,

## OVERLAND CHINA MAIL

THURSDAY, JULY 1.

## ORDERS for EXTRA COPIES should

be sent AT ONCE to

The Manager.

'China Mail' Office.

Price—30 Cents per Copy.

## To Let.

AMOY.

FURNISHED HOUSE. To Let, for 8 Months, July-September. Contains Drawing Room, Dining Room, Study, 2 Bedrooms and Nursery.  
1258 Apply F. R. JOHNSON, Amoy.

## TO LET.

NOS. 4 and 9, QUEEN'S GARDENS. Apply to  
G. C. ANDERSON,  
15, Praya Central.  
Hongkong, April 30, 1897. 396

## TO LET.

A BUNGALOW at the PEAK, FURNISHED, for July and August.  
Apply to 'Y.' Office of this Paper.  
Hongkong, June 25, 1897. 1295

## TO LET.

DWELLING HOUSES—HOUSES IN RIVER TERRACE, HARROLD, at MAGAZINE GAP. GODOWNS IN BOAT BUILDINGS. FLOORS IN STATION and ELGIN STREETS.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, June 24, 1897. 2185

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

## STREAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.  
ALSO  
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 7th July, at Noon, the Company's Steamship CALEDONIAN, Captain L. Blane, with MAILS, PASSENGERS, SPECIAL CARGO, will leave this Port for MARSEILLES via Ports of Call, without Transshipment.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.  
Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Speeds and Parcels until 3 p.m. on the 6th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Consignees and values of Packages are required.  
For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, June 24, 1897. 1004

## Notices to Consignees.

FROM BOMBAY, TUTICORIN AND SINGAPORE.

THE Company's Steamship *Mitsushima*, having arrived from above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whose delivery may be obtained. All cleared or damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the Vessel's arrival, after which no Claims will be recognized, and Goods remaining undelivered will be subject to rent.  
No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NIPPON YUSEN KAISHA.

Hongkong, June 28, 1897. 1286

## NOTICE TO CONSIGNEES.

THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MALACCA.

FROM ANTWERP, LONDON, GIBRALTAR AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
This Vessel brings on Cargo—  
From India, Ceylon, &c., or S. S. Suez, From Madras, or S. S. Nizam.  
Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.  
Goods not cleared by the 30th Instant, at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, June 24, 1897. 1247

## To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Yuzenmaru*, Captain W. WADSWORTH, will be despatched as above on FRIDAY, the 2nd July, at 6 p.m.  
This Steamer has superior Accommodation for First Class Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., General Managers.  
Hongkong, June 30, 1897. 1300

## OCEAN STEAMSHIP COMPANY.

FOR KUDAT AND SANDAKAN.

The Steamship *Deception*, Captain BRANCO, will be despatched as above on THURSDAY, the 2nd July, at 3 p.m.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, June 30, 1897. 1301

## WEEKLY NEWS FOR HOME.

The Overland China Mail.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, or their addresses being forwarded to the Office.

Subscription: Per Annum, £12.00, postage, £1.50. Per Quarter, £3.00, postage, 0.50. Single Copy, 0.50. China Mail Office, Hongkong.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CLAN MACKENZIE, British ship, Captain Idles.—Arnhold, Karberg & Co.  
LANSBERRY, American ship, Capt. John B. Stahl.—Dodwell, Carrill & Co.  
ORIENT, Swedish barque, Capt. A. G. Fernell.—Wieser & Co.  
ROBE, British barque, Captain James Garrick.—Stiemssen & Co.  
TORREDALE, British 4-masted barque, Capt. R. Buchanan.—Standard Oil Co.

SHIPPING.

ARRIVALS.

June 30.

Pyrrhus, British steamer, 2,241, H. Bait, Shanghai June 27, General.—BUTTERFIELD & SWIRE.

Chitagon, British steamer, 1,240, C. R. Corfield, Portland and Molt June 24, General.—SHEWAN, TOMES & Co.

Raimon, British steamer, 636, H. Bait, Tamsui June 25, Amoy 28, and Swatow 29, General.—DODWELL, CARRILL & Co.

Yuzenmaru, British steamer, 1,105, W. Weddell, Manila June 27, General.—YAMAGUCHI, MATSUMOTO & Co.

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ARRIVALS.

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Chitagon, British steamer, 1,240, C. R. Corfield, Portland and Molt June 24, General.—SHEWAN, TOMES & Co.

Raimon, British steamer, 636, H. Bait, Tamsui June 25, Amoy 28, and Swatow 29, General.—DODWELL, CARRILL & Co.

Yuzenmaru, British steamer, 1,105, W. Weddell, Manila June 27, General.—YAMAGUCHI, MATSUMOTO & Co.

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Yuzenmaru, British steamer, 1,105, W. Weddell, Manila June 27, General.—YAMAGUCHI, MATSUMOTO & Co.

Vessels Advertised as Loading.

Destination	Vessels	Agents	Date of Leaving
Bremen and Ports of Call	Sachsen (s)	Norddeutscher Lloyd	July 20 at 9 a.m.
Japan, Korea, &c.	Adachi (s)	Shewan, Tomes & Co.	about July 10.
Katata and Sandakan	Deception (s)	P. & O. S. N. Co.	July 2 at noon.
London, v. Ports of Call	Deception (s)	Butterfield & Swire	July 1, at 3 p.m.
London, v. Suez Canal	Deception (s)	P. & O. S. N. Co.	about July 13.
London, v. Suez Canal	Deception (s)	Butterfield & Swire	July 3.
London, v. Suez Canal	Deception (s)	Gibbs, Lindgren & Co.	Quick despatch.
London, v. Suez Canal	Deception (s)	P. & O. S. N. Co.	about July 8.
London, v. Suez Canal	Deception (s)	P. & O. S. N. Co.	about July 22.
London, v. Suez Canal	Deception (s)	Jardine, Matheson & Co.	July 2, at 5 p.m.
Manila	Yuzenmaru (s)	Arnhold, Karberg & Co.	July 3.
Manila	Yuzenmaru (s)	Nippon Yusen Kaisha	July 22, at noon.
Manila	Yuzenmaru (s)	Shewan, Tomes & Co.	July 7, at noon.
Manila	Yuzenmaru (s)	Shewan, Tomes & Co.	about July 10.
Manila	Yuzenmaru (s)	Arnhold, Karberg & Co.	Quick despatch.
Manila	Yuzenmaru (s)	Butterfield & Swire	July 3.
Manila	Yuzenmaru (s)	O. & G. S. Co.	July 6, at noon.
Manila	Yuzenmaru (s)	Pacific Mail S. S. Co.	July 7, at noon.
Manila	Yuzenmaru (s)	Shewan, Tomes & Co.	Quick despatch.
Manila	Yuzenmaru (s)	Shewan, Tomes & Co.	about July 10.
Manila	Yuzenmaru (s)	Arnhold, Karberg & Co.	Quick despatch.
Manila	Yuzenmaru (s)	Butterfield & Swire	July 3.
Manila	Yuzenmaru (s)	O. & G. S. Co.	July 6, at noon.
Manila	Yuzenmaru (s)	Pacific Mail S. S. Co.	July 7, at noon.
Manila	Yuzenmaru (s)	Shewan, Tomes & Co.	Quick despatch.
Manila	Yuzenmaru (s)	Shewan, Tomes & Co.	about July 10.
Manila	Yuzenmaru (s)	Arnhold, Karberg & Co.	Quick despatch.
Manila	Yuzenmaru (s)	Butterfield & Swire	July 3.
Manila	Yuzenmaru (s)	O. & G. S. Co.	July 6, at noon.
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Manila	Yuzenmaru (s)	O. & G. S. Co	







## NOTICES TO CONSIGNEES.

## WARRACK LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP LENOX.

## FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. This Vessel will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 5th Proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th Proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Proximo, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, June 28, 1897. 1280

## NOTICE TO CONSIGNEES.

## THE PENINSULAR &amp; ORIENTAL

## STEAM NAVIGATION COMPANY'S

## STEAMER MINZAPONG.

## FROM BOMBAY, COLOMBO AND

## STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be marked with Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo as follows:

From London, K.C., ex s.s. *Palotta*.

From Australia, ex s.s. *Oceana*. From

Persian Gulf, ex s.s. *Paradise* and *Kissa*.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Goods not cleared by the 3rd July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, June 27, 1897. 1281

## FROM HAMBURG, PENANG AND

## SINGAPORE.

THE Steamer *Santa*, Captain T. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th June.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, June 26, 1897. 1282

## GLEN LINE OF STEAM PACKETS.

## FROM LONDON AND STRAITS.

THE Steamer *Glendora*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 5th July will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 12th July, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, June 28, 1897. 1282

## IMPORTANT TO KOWLOON

## RESIDENTS.

I have the pleasure to inform the Residents of Kowloon that I will commence supplying fresh Meat, Vegetables and other Articles in the line of a Commissioned Store from 1st July. As regards the supply of fresh Meat, I have made special arrangements with the well-known Hongkong Butcher. Due care and attention will be paid to the quality of Goods and accuracy of weights. Price Books and Price Lists will be forwarded on application.

H. RUTTONKEE.

## GRIMAULT'S SYRUP

## OR

## HYPO-PHOSPHITE OF LIME

## FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OR HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris. Sold by all Chemists.

For Sale by A. S. Watson & Co., Chemists.

## Shipping.

## Steamers.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; KOOCOW.

The Co.'s Steamship *Namoa*, Captain HALL, will be despatched for the above Ports TO-MORROW, the 1st July, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, June 30, 1897. 1236

## GLEN LINE OF STEAM PACKETS.

## FOR SHANGHAI, NAGASAKI, AND

## VLADIVOSTOCK.

The Steamship *Glendora*, Captain H. WEBSTER, will be despatched as above on THURSDAY, the 1st July, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, June 28, 1897. 1240

## NIPPON YUSEN KAISHA.

## HONGKONG-VLADIVOSTOCK LINE.

## MONTHLY SERVICE.

## FOR VLADIVOSTOCK,

## VIA SHANGHAI, CHEFOO, CHEMULPO,

## NAGASAKI, FUSAN AND GENSAN.

The Co.'s Steamship *Higo Maru*, Captain H. WALTER, will be despatched as above on FRIDAY, the 2nd July, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 19, 1897. 1229

## NIPPON YUSEN KAISHA.

## JAPAN-BOMBAY LINE.

## MONTHLY SERVICE.

## (Under Mail Contract).

## FOR KOBE AND YOKOHAMA.

The Co.'s Steamship *Mike Maru*, Captain P. H. GOIN, will be despatched for the above Ports on FRIDAY, the 2nd July, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 26, 1897. 1267

## NAVIGAZIONE GENERALE

## ITALIANA

## (FLORENCE &amp; RUBATINI UNITED COMPANIES).

## STEAM-FOR

## SINGAPORE, PENANG &amp; BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LECORNO, and GENOA; also VENICE, TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

The Steamship *Letimora*, Captain BELISTO, will be despatched as above on SATURDAY, the 3rd July, at 4 p.m.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, June 26, 1897. 1272

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SAMARANG AND SOURABAYA.

The Co.'s Steamship *Shantung*, Captain FRAMPTON, will be despatched as above on SATURDAY, the 3rd July.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 29, 1897. 1251

## 'BEN' LINE OF STEAMERS.

## FOR LONDON VIA SUEZ CANAL.

The Steamship *Benedict*, Captain FANQUHAR, due here on or about 10th June, will have quick despatch as above.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 31, 1897. 1036

## NIPPON YUSEN KAISHA.

## JAPAN-BOMBAY LINE.

## MONTHLY SERVICE.

## (Under Mail Contract).

## FOR SINGAPORE, COLOMBO AND

## BOMBAY.

The Co.'s Steamship *Hami Maru*, Captain R. NUNOKE, will be despatched for the above Ports on TUESDAY, the 6th July, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 30, 1897. 1228

## FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Fortuna* will be despatched as above on or about the 10th July.

To be followed by The Steamship *Frey*, about 25th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 19, 1897. 1331

## Shipping.

## Steamers.

## 'SHELL' LINE OF STEAMERS.

## FOR MARSEILLES.

The Co.'s Steamship *Teles*, Captain N. HOSCHKE, will be despatched as above on THURSDAY, the 1st July.

For Freight, apply to ARNOLD, KARBBERG & Co., Agents.

Hongkong, June 25, 1897. 1256

## NORDDDEUTSCHER LOYD.

## STEAM TO YOKOHAMA, KOBE AND

## NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *Hohenzollern*, Captain H. BLIECKER, will leave for the above Ports on or about FRIDAY, the 2nd July.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, June 26, 1897. 1277

## NORDDDEUTSCHER LOYD.

## STEAM TO SHANGHAI.

The Co.'s Steamship *Sachsen*, Captain H. BLIECKER, due here with the outward German Mail about the 1st July, will leave for the above Place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, June 26, 1897. 1278

## SHIRE LINE OF STEAMERS.

## FOR NEW YORK VIA SUEZ CANAL.

The Co.'s Steamship *Garmanthushare*, Captain SIE COCK, will be despatched for the above Port on or about the 12th July.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 30, 1897. 1211

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Victor*, Captain HART, will be despatched as above on SATURDAY, the 3rd July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 24, 1897. 1252

## 'SHIRE' LINE OF STEAMERS.

## FOR HAVRE, LONDON AND

## HAMBURG.

The Co.'s Steamship *Hatfordshire*, Captain F. DAVIES, will be despatched for the above Ports on or about the 10th July.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 30, 1897. 1268

## COMPAGNIE DES MESSEAGERIES

## MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## FOR SHANGHAI, KOBE AND

## YOKOHAMA.

The Co.'s Steamship *Ernest Simon*, Captain MAURICE, will be despatched for the above Ports on or about MONDAY, the 6th July.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, June 28, 1897. 1288

## AUSTRIAN LLOYD'S STEAM

## NAVIGATION COMPANY,

## (UNDER MAIL CONTRACT WITH THE

## AUSTRIAN GOVERNMENT).

## STEAM FOR SINGAPORE, PENANG,

## COLOMBO, BOMBAY, KURACHEE,

## ADEN, MASSANA, SUEZ, PORT

## SAID, BRINDISI, VENICE,

## FLORENCE &amp; TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC AND SOUTH AFRICAN PORTS.)

The Co.'s Steamship *Marys*, Captain BOCHEN, will be despatched as above on the 6th of July.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, June 29, 1897. 1297

## Sailing Vessels.

## FOR NEW YORK.

The 100 A.L. British Ship *Clan Macdonald*, Captain IDDES, having arrived, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBBERG & Co., Agents.

Hongkong, June 12, 1897. 919

## FOR SAN FRANCISCO.

The 100 A.L. British barque *Northland*, Captain MCKENZIE, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 10, 1897. 1219

## Shipping.

## Steamers.

## OCEAN STEAMSHIP COMPANY.

## FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for HANKOW, CHEFOO, NEW-CHIWANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Tanaka*, Captain HANNEB, will be despatched as above on FRIDAY, the 2nd July.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 29, 1897. 1260

## THE CHINA MUTUAL STEAM

## NAVIGATION COMPANY, LIMITED.

## FOR LONDON, VIA STRAITS AND

## USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, LONDON, PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Edith*, Captain H. ALLEN, Commander, will be despatched as above on or about the 13th July.

For Freight, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, June 25, 1897. 1261

## NIPPON YUSEN KAISHA.

## TRANS-PACIFIC LINE.

## MONTHLY SERVICE.

## FOR SEATTLE, WASHINGTON, VIA

## KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

The Co.'s Steamship *Yamaguchi Maru*, Captain A. E. MOORE, will be despatched as above on FRIDAY, the 16th July, at 4 p.m.

Consular Invoices of Goods for the United States should be in Quadruplicate, and one Copy must be mailed by the 8th June to the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 25, 1897. 1263

## NIPPON YUSEN KAISHA.

## JAPAN-EUROPE LINE.

## MONTHLY SERVICE.

## FOR MARSEILLES, LONDON AND

## ANTWERP VIA SINGAPORE,

## COLOMBO AND PORT SAID.

The Co.'s Steamship *Hakata Maru*, Captain R. NIVISON, will be despatched as above on THURSDAY, the 2nd July, at Noon.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers, and is lighted by Electricity throughout. A duly-qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 25, 1897. 1262

## NOTICES.

## KEATING'S POWDER.

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## KEATING'S POWDER.

This Powder, so celebrated, is utterly unrivalled in destroying BUGS, FLIES, MOTHS, BEETLES, and all insects (which particularly annoy the housewife). It is sold in small tins, and is well adapted for use in the house, as it is also useful for the purpose of destroying the larvae of the housefly, and for the purpose of destroying the larvae of the housefly, and for the purpose of destroying the larvae of the housefly, and for the purpose of destroying the larvae of the housefly,



HONGKONG MARKET PRICES.

Corrected to Saturday, June 28, 1897.  
At 1020 Cash per Dollar Mexican.

Butcher Meat.	Chinese Names.
Bacon, English, lb.	來路烟猪肉
" Amer. Sugar cured, 320	花旗烟猪肉
" Foochow, 220	福州烟猪肉
" Japan, cured, 240	日本烟猪肉
Beef, sirloin & prime cut, catty 140	尾龍扒
" Corned, catty 140	鹹牛肉
" Roast, 130	燒牛肉
" Soup, 100	湯肉
" Steak, 120	牛肉細
" Pork's Brains, per set 60	牛腦
" Tongue fresh, each 250	牛舌
" " corned, 310	鹹牛舌
" Head, 600	牛頭
" " salt, catty 140	牛頭
" " each 50	牛頭
" " 100	牛頭
" " 70	牛頭
" " undressed, catty 60	牛頭
" " Feet, set 500	牛什
" " lb. 320	牛什
" " 240	牛什
" " New, 440	牛什
" " Rod, 280	牛什
" " 220	牛什
" " 180	牛什
" " 160	牛什
" " 120	牛什
" " 70	牛什
" " catty 60	牛什
" " 110	牛什
" " 160	牛什
" " 500	牛什
" " 50	牛什
" " pair 70	牛什
" " lb. 160	牛什
" " catty 180	牛什
" " Corned, 190	牛什
" " Leg, 150	牛什
" " Fat or Lard, 250	牛什
" " Head and Feet, set 40	牛什
" " Heart, each 50	牛什
" " Kidneys, 70	牛什
" " Liver, lb. 150	牛什
" " Slicing Pigs, each \$1.75 \$1.25	牛什
" " St. Beef, lb. 110	牛什
" " Mutton, 100	牛什
" " catty 130	牛什

Poultry.

Chick, catty 230	雞仔
" One, 56	雞仔
" Duck, 160	鴨
" " each 120	鴨
" Egg Hen, 120	鴨
" Duck, 110	鴨
" " catty 180	鴨
" Goose, 160	鴨
" " each 120	鴨
" Mutton, 180	鴨
" Pig, 180	鴨
" Pheasant, brace 180	鴨
" " each 180	鴨
" Quail, 180	鴨
" Sturgeon, 480	鴨
" " catty 350	鴨
" " each 350	鴨
" Wild Duck, pair 180	鴨

Fish.

Barbel, catty 160	魚
" Bream, 80	魚
" Bombay, 100 pieces 250	魚
" Oton Freshwater Fish, catty 100	魚
" Carp, 100	魚
" Catfish, 80	魚
" Codfish, 80	魚
" Crab, 160	魚
" Cuttle Fish, 80	魚
" Dab, 80	魚
" Dace, 80	魚
" Dog Fish, 80	魚
" Eels, Congor, 80	魚
" " Fresh, 80	魚
" Eels, Yellow, 180	魚
" File Fish, 180	魚
" Frog, 180	魚
" Fresh Fish, 80	魚
" Grouper, 80	魚
" Gurnard, 80	魚
" Herring, 180	魚
" " box 180	魚
" Halibut, catty 130	魚
" Labrus, 180	魚
" Loach, 140	魚
" Lobster, 180	魚
" Macgrel, 180	魚
" Monk Fish, 180	魚
" Mullet, 180	魚
" Oyster, 180	魚
" Parrotfish, 180	魚
" Pheasant, 180	魚

Pineapple, catty 200	鳳梨
" Pomfret, White, 130	白鯧
" Pomfret, Black, 130	黑鯧
" Prawns, 250	蝦
" Ray, 50	魷
" Rock Fish, 90	石斑
" Roach, 100	草魚
" Salmon, (Canton), 200	鮭魚
" Shark, 60	鯊魚
" Salt Fish, 100	鹹魚
" Skate, 60	魷魚
" Snappers, 140	鱸魚
" Snapper, 180	鱸魚
" Sole, 160	鱸魚
" Trench, 120	鱸魚
" Turbot, 120	鱸魚
" Turtles, small, fresh water, 100	鱸魚
" Whiting, catty 70	鱸魚
" White Fish, 90	鱸魚

Fruits.

Apples, (California), catty 100	蘋果
" (Tientsin), 100	蘋果
" (Japan), 220	蘋果
" Bananas, (Canton), 40	香蕉
" (Bridges), 60	香蕉
" Chestnuts, Chinese, 150	栗子
" Caranbulas, 100	栗子
" Cucumbers, each 60	黃瓜
" Ground Nuts, catty 90	花生
" Grapes, 170	葡萄
" Lemons, China, 250	檸檬
" " Peel, 100	檸檬
" Lichens, Dried, 260	海參
" " Fresh, 150	海參
" Limes, 100	檸檬
" Mango, (Siam), each 100	芒果
" (Manila), 100	芒果
" Mangosteens, dozen 100	山竹
" Oranges, Sweet, catty 180	橙子
" " Green, 100	橙子
" " Red, 100	橙子
" Olives, 100	橄欖
" Pine-apples, each 100	鳳梨
" Peas, catty 100	豌豆
" (Tientsin), 200	豌豆
" Plum, Red, 60	李子
" Pomeio, each 130	李子
" (Siam), catty 100	李子
" Peach, (Sweet), 100	桃子
" Raisins, Muscatel, 100	葡萄乾
" " Pudding, 100	葡萄乾
" Water Chestnuts, com. 40	蓮子
" " Mandarin, 60	蓮子
" Walnuts, 130	胡桃

Vegetables, &c.

Artichokes, Shanghai, catty 110	洋蔥
" Beans, (French), 110	豆
" " Long, 30	豆
" Beet Root, each 20	甜菜
" Brinjals, Green, catty 30	茄子
" " Red, 30	茄子
" Brassica, 30	白菜
" Bamboo Shoots, 90	竹筴
" Cabbage, Chinese com. 30	白菜
" Cabbage, 80	白菜
" Cauliflower, 60	花椰菜
" Carrots, catty 60	胡蘿蔔
" Caulis, Chinese, 60	胡蘿蔔
" " English, 130	胡蘿蔔
" " Red, 60	胡蘿蔔
" Curry Stuff, English, 40	咖喱
" Cucumbers, 80	黃瓜
" Bitter Squash, 20	黃瓜
" Garlic, 40	大蒜
" Ginger, young, 80	薑
" Horse Radish, S'lat, 180	山藥
" Indian Corn, 30	玉米
" Lettuce, (English), each 10	生菜
" Mushrooms, Fresh, catty 60	蘑菇
" Onions, Bombay, 60	洋蔥
" " Green, 50	洋蔥
" " Shanghai, 60	洋蔥
" " Japan, 40	洋蔥
" Okraes, 60	茄子
" Parsley, English, bundle 10	香菜
" Potatoes, Sweet, catty 20	甘薯
" " Shanghai, 20	甘薯
" " Japan, 20	甘薯
" " American, 20	甘薯
" " Foochow, 20	甘薯
" " Macao, 20	甘薯
" Pumpkin, 20	南瓜
" Purslane, 6	蔊菜
" Papaw, 20	木瓜
" Radish, 20	蘿蔔
" Rice, best quality, per picul, \$4.50	白米
" " Common, \$4.10	白米
" Shalots, catty 80	蔥
" Spinage, (Chinese), 20	菠菜
" Spinage, 20	菠菜
" Snake Gourd, 40	蛇瓜
" Tomatoes, 80	番茄
" Turnips, (Long), 80	蘿蔔
" Turnips, (Round), 80	蘿蔔
" Vegetable Marrow, 20	茭白
" " (Long), 20	茭白
" Water Cresses, 40	水芹

Wm. MACDONALD,  
Assistant Inspector of Markets.

THE RAILWAY FROM PEKING TO TIENTSIN.

Tientsin, June 15.  
Your correspondent has been somewhat negligent of late, dependent on the fact that he has been absent most of the time since his last writing. It would take some time to write up all that might be written of the excitement prevailing here at present, but one or two other matters he has been able to connect with the railway over which road I had the pleasure of otherwise, of passing. My travelling companion and myself decided to take the train to Tientsin, instead of a boat from Tientsin. It is not necessary to describe the cart ride of 60 or 70 miles from Tientsin to the station, through the southern city of Peking because there was, as the carters said, no other more direct road to the nearest available station of Fengtai, south of Peking, distant some five or six miles from the gate near which the Peking station is to be found. Suffice it to say that it was tedious and tiresome, and occupied about nine hours' time.

THE WESTERN SECTION.  
About 100 carts were gathered about the station, which is only partially complete as yet. So many were the carts and sightseers, that that houseless place had a very busy appearance. The station is in the open, the nearest village being some distance away. But the country seems well cultivated, and to have a rich and productive soil. Indeed this patch of land south of the capital is one of the richest and best cultivated spots I have seen in a long time. But all this was sadly changed some after leaving Fengtai. For miles the road passes through about as desolate and dreary a country as one need wish for—sandy, sparse and stunted vegetation, and the villages in sight are far, far away. Some of the Imperial grounds are near at hand, but there is little to be seen after leaving Fengtai. A short distance from Fengtai the road, which at that point had been nearly S. W. and N. E., turned to the left almost at a right angle towards the S. E., showing that the line is far from a direct one from Tientsin to Peking. A story is told of a former Russian Emperor, that after crossing the great land laid out the line of railway between Moscow and St. Petersburg, touching all the chief places between the two in the interest of trade, he took the map of the road, when placed before him, laid a ruler upon it and drew a straight line between the two points, and said that this was the line of the road. It is a pity some one could not have dealt with this road in the same manner! It would have shortened the distance to Peking considerably, the road would have passed through a better country and nearer some important towns, and so have been in the interest of trade and commerce. As it is, the western half of the road is little better than a desert, and throughout the entire distance it appears to have been an object to avoid all towns and villages as much as possible. One cannot help querying what the object of the road is, for it appears not to be in the interest of trade, other than between the termini.

THE EASTERN SECTION.  
Passing the desert stretch, the road enters a section where wheat fields spread out on either side apparently reaching to the horizon. It reminds one of the great prairie fields in the States. The wheat was in fine condition apparently, promising a good yield. The country near the Yangtze, the country on the eastern side of the river to Tientsin is less productive again, but much less desert-like than that of the western end of the road.

THE STATION HOUSE.  
Along the road, about 10 miles apart, are all the same model, and practically the same size and giving the same accommodations, but vary in the architectural application of the plan according to the taste of each section master. The result is a considerable variety in the style, which is a pleasing feature, and distinguishes the stations from each other.

TRE BRIDGES.  
There are a great many small bridges, necessitated by the low country and the annual flooding, which made provision for the escape of water from the road was not to be badly washed out every year. The principal bridge is across the Peiho. Unfortunately, this bridge is so low that in ordinary high water, the greater part of the boats plying on the river will not be able to pass. This seems to be most culpable of the Chinese, to say the least, it should have been placed several feet higher, sufficiently so to allow boats to pass at all stages of the water; or there should have been a draw-bridge. River traffic should not have been so interfered with.

THE ROAD.  
It is now, is not yet fully open to passenger traffic, and all trains do more or less of construction work of necessity; yet I was surprised at the comfort and speed with which the trip from the Fengtai station was made. In time it was only four hours; it may be longer often because of the above conditions, but will probably be shorter when the road is in full working order, and will be a great boon to the travelling public between this and the Capital.

Wm. Robinson & Co.,  
New Piano and Organ Repairing Material and Machinery just to hand; also the latest Music. W. Robinson & Co.

UNEXPECTED HUMOUR.

It is worth while to extract from the dreary diction of the Parliamentary reports some of the bright and humorous criticisms as that of Mr. Leighton on the Report of the Welsh Land Commissioners on Wednesday afternoon:—  
Mr. Leighton believed that he was the only man in the House who had read the report—(Oh, and laughter)—and was certain that no one had done so who had not very ample leisure. It was written in seven languages—(laughter)—Greek, Latin, French, German, Italian, Celtic, and a little English—(laughter)—and still the wonder grew that nine small heads could carry all they knew. (Loud laughter.) The first recommendation of the Commission was that her Majesty should put the Record Office in order, although there was not a single Welsh manuscript in the office. (Laughter.) The report then dealt at length with "goidols" and "pregoidols"—(laughter)—the physiological denotations of the terms, and he failed to see the relation between comparative philology and hillside farms. Then they came to a comparison of the relative morality of the Celtic and Roman races—(laughter)—obtained from a personal inspection of the tombstones in the graveyards in Wales. (Loud laughter.) The Commissioners then passed to the laws of Howell the Good in the tenth century, and made the important discovery that no law was set on a hare in those days—(laughter)—because the hare had two sexes, which changed every month. (Loud laughter.) If the Commissioners could show that this applied to higher animals in Wales they would have established some foundation for a *prima facie* argument in favour of differentiation of treatment for Wales—(laughter)—and perhaps, for female suffrage. (Loud laughter.) They illustrated the improved morality of the Welsh by stating that now it was a disgrace to be found drunk, drawing a fine distinction between being drunk or getting drunk and being found drunk. (Laughter.) They gave a long disquisition on the way that the Welsh spent their Sunday, ending by a description of a religious revival in those words:—"Expecting ecstasy under a vivid realization of things invisible, or uncontrollable terror by discovery of their lost condition." (Laughter.) All this was very interesting, and applicable to the point they were contending. Then he came to what he hoped would be an oasis in the desert, a chapter on rent and ownership. It stated that "In the King and Queen of England is vested the eminent domain or paramount ownership of the soil an industrial and organic entity, having a life of its own." All this was very helpful. (Laughter.) Ten pages were devoted to Professor Walker on Ricardo's "Theory of Rent," and there was a whole chapter on John Stuart Mill's "Political Economy." (Laughter.) The first great conclusion of the Commission was that the agricultural conditions were identical in England and Wales, that the depression was identical, and that Welsh rents had not been reduced in proportion to their reduction in England. These, he submitted, were all representations of facts. The Bill would abolish freedom of contract, which was the mainstay of industrial enterprise, and the best protection the tenant could have for the investment of his capital. Its effect would be to raise the rents in Wales on all those estates where the rents were below the average, and to cause widespread alarm throughout the Principality, and to cause foreign competition since 1871, unfair local and imperial taxation, unfair railway rates, inadequate means of transport, and the amendment of the Agricultural Holdings Act. But all these were ignored in the Report of the Commission, and in place of them, the Commission had a long chapter to be learnt from the history of mankind and the observations of society at the present time is that, by the application of practical intelligence to the stored-up treasures of knowledge, and by skillful organization, man can make his life a life of pleasure and contentment. (Laughter.) A schoolboy would be flattered for writing such pedantic stuff as that in a theme. They said, "We represent to your Majesty that the Welsh people are a specially interesting portion of your Majesty's subjects, and please your Majesty, the arts about which the Commission has been so long and so ingeniously, capable of all good arts, lovingly constant, charitable, great antiquaries, religious preservers of their gentry and genealogy, as they are Welsh and knowing in religion." (Loud laughter.) Was there ever such a report presented to Parliament? It is a pity that the Commission should have been so long and so pedantic, and so uninteresting. (Laughter.) "Oh, could some spirit the gifts of 'em, to see themselves as others see 'em." But, if presented with a pier glass, they would only turn their backs, and some of them belonged to that hopeless family whom Mr. Henry James has called "the family of the Stupidity," which lyeth hard by the city of Destruction." (Laughter and cheers.)

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June 29th.—at 4 P.M.

Station.	Barometer.	Thermometer.	Humidity.	Wind.	Force.	Direction.	Sea.
Wlstock.	29.65	78	88	E	4	0	0
Tokio.	29.65	78	88	E	4	0	0
Kobe.	29.65	78	88	E	4	0	0
Nagasaki.	29.65	78	88	E	4	0	0
Kagoshima.	29.65	78	88	E	4	0	0
Shanghai.	29.65	78	88	E	4	0	0
Swatow.	29.65	78	88	E	4	0	0
Canton.	29.65	78	88	E	4	0	0
Hongkong.	29.65	78	88	E	4	0	0
Vict. Peak.	29.65	78	88	E	4	0	0
Gap Rock.	29.65	78	88	E	4	0	0
Macao.	29.65	78	88	E	4	0	0
Hainan.	29.65	78	88	E	4	0	0
Bohai.	29.65	78	88	E	4	0	0
Manila.	29.65	78	88	E	4	0	0
O.S. James.	29.65	78	88	E	4	0	0

June 29th.—at 10 A.M.

Station.	Barometer.	Thermometer.	Humidity.	Wind.	Force.	Direction.	Sea.
Wlstock.	29.65	78	88	E	4	0	0
Tokio.	29.65	78	88	E	4	0	0
Kobe.	29.65	78	88	E	4	0	0
Nagasaki.	29.65	78	88	E	4	0	0
Kagoshima.	29.65	78	88	E	4	0	0
Shanghai.	29.65	78	88	E	4	0	0
Swatow.	29.65	78	88	E	4	0	0
Canton.	29.65	78	88	E	4	0	0
Hongkong.	29.65	78	88	E	4	0	0
Vict. Peak.	29.65	78	88	E	4	0	0
Gap Rock.	29.65	78	88	E	4	0	0
Macao.	29.65	78	88	E	4	0	0
Hainan.	29.65	78	88	E	4	0	0
Bohai.	29.65	78	88	E	4	0	0
Manila.	29.65	78	88	E	4	0	0
O.S. James.	29.65	78	88	E	4	0	0

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